FEDERAL REGISTER

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TITLE 3—THE PRESIDENT

PROCLAMATION 3128

TERMINATING IN PART THE ICELANDIC TRADE AGREEMENT PROCLAMATIONS AND SUPPLEMENTING PROCLAMATION NO. 3105[1] OF JULY 22, 1955

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA
A PROCLAMATION

1. WHEREAS, under authority of section 350 (a) of the Tariff Act of 1930, as amended, the President on August 27, 1943, entered into a trade agreement with the Regent of Iceland, including two schedules annexed thereto (57 Stat. 1078), and by proclamation of September 30, 1943 (57 Stat. 1075), he proclaimed the said trade agreement, which proclamation has been supplemented by proclamation of October 22, 1943 (57 Stat. 1098);

2. WHEREAS item 718 (b) of Schedule II of the said trade agreement reads as follows:

United States Tariff Act of 1930 paragraph	Description of Article	Rate of Duty
718 (b)	Fish, prepared or preserved in any manner, when packed in air-tight containers weighing with their contents not more than fifteen pounds each (except fish packed in oil or in oil and other substances): Any of the foregoing (except herring, smoked or kippered or in tomato sauce, packed in immediate containers weighing with their contents more than one pound each, and except salmon and anchovies).	12½% ad valorem.

3. WHEREAS the Government of the United States and the Government of Iceland by an exchange of notes dated March 5 and 6, 1956, have agreed to the withdrawal, effective April 14, 1956, of tuna from said item 718 (b), with the result that the said item shall thereafter read as follows:

United States Tariff Act of 1930 paragraph	Description of Article	Rate of Duty
718 (b)	Fish, prepared or preserved in any manner, when packed in airtight containers weighing with their contents not more than fifteen pounds each (except fish packed in oil or in oil and other substances; except herring, smoked or kippered or in tomato sauce, packed in immediate containers weighing with their contents more than one pound each; and except salmon, anchovies, and tuna).	12½% ad valorem.

4. WHEREAS, under the authority of the said section 350 (a) of the Tariff Act of 1930, as amended, the President on June 8, 1955, entered into a trade agreement providing for the accession of Japan to the General Agreement on Tariffs and Trade, which trade agreement consists of the Protocol of Terms of Accession of Japan to the General Agreement, including Schedule XX contained in Annex A thereto, and by Proclamation No. 3105 of July 22, 1955 (20 F. R. 5379), he proclaimed the said trade agreement, which proclamation was supplemented by a notification of August 22, 1955 from the President to the Secretary of the Treasury (20 F. R. 6211);

[1] 20 F. R. 5379; 3 CFR, 1955 Supp., p. 36.

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EXECUTIVE AGENCIES

ment for their livelihood, while the other large segment is composed of Mexican nationals brought into the several agricultural districts under contracts having a specific duration. The restoration of specific piecework rates for hand harvesting is considered unwarranted in view of the high percentage of mechanical harvesting and the consequent limited application of a specific rate scale. A reduction in rates for Wage District IV–A to those of Wage District III does not appear appropriate at this time pending further study of the labor supply and employment pattern. Historically, Wage District IV–A has paid a somewhat higher wage level than Wage District III. The piecework rate for hoe and finger thinning regularly cultivated fields is retained in the rate schedule rather than stated as a footnote reference, as recommended by some producer representatives, because a significant part of the sugar beet acreage is cultivated in the regular manner and the rate is pertinent in all such instances.

The recommendation for agreed-upon piecework rates applicable to hand labor operations following new machine methods of cultivation has been adopted, with a minimum hourly earnings guarantee to workers, to provide additional flexibility in the wage determination.

After consideration of all the factors, the wage rates and other provisions in this determination are deemed to be fair and reasonable.

Accordingly, I hereby find and conclude that the foregoing wage determination will effectuate the wage provisions of the Sugar Act of 1948, as amended.

(Sec. 403, 61 Stat. 932; 7 U. S. C. 1153. Interprets or applies sec. 301, 61 Stat. 929; 7 U. S. C. 1131)

Issued this 20th day of March 1956.

[SEAL] TRUE D. MORSE,
Acting Secretary of Agriculture.

[F. R. Doc. 56–2228; Filed, Mar. 22, 1956; 8:50 a. m.]

TITLE 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

PART 130—OPERATION AND MAINTENANCE CHARGES

NAVAJO INDIAN IRRIGATION PROJECT, ARIZONA AND NEW MEXICO

On December 15, 1955, there was published in the FEDERAL REGISTER, 20 F. R. 9427, notice of intention to amend § 130.41 *Charges* of Title 25, Code of Federal Regulations, Chapter I, Subchapter L. Interested persons were thereby given opportunity to participate in preparing the amendment by submitting their views, data or arguments in writing within thirty (30) days from the date of publication of the notice. Protests received were considered and the information contained did not support the continuation of the existing rate. Accordingly § 130.41 is amended to read as follows, to be effective for the year of 1956 and thereafter until further notice:

§ 130.41 *Charges.* Pursuant to the provisions of the acts of August 1, 1914 (38 Stat. 583; 25 U. S. C. 385) and March 7, 1928 (45 Stat. 210), the annual basic charges for operation and maintenance assessed against the irrigable lands of the Navajo Indian Irrigation Project, Arizona and New Mexico, to which water can be delivered through the constructed works of the project, are hereby fixed at $2.00 per acre per annum for the year 1956 and thereafter until further notice, for the following units:

Navajo project	Agency	Per acre per annum
Fruitland Unit	Navajo	$2.00
Ganado Unit	do	2.00
Hogback Unit	do	2.00
Many Farms Unit	do	2.00
Red Lake Unit	do	2.00

For domestic water delivered through the project canal system and lateral system to permittees on the reservation lands, $7.50 for each cistern.

For Tribal lands operated by the Shiprock High School, $2.00 per acre.

For Tribal lands operated as a Nursery by the Branch of Land Operations, Soil and Moisture Conservation Activity, $2.00 per acre.

(Secs. 1, 3, 36 Stat. 270, 272, as amended; 25 U. S. C. 385)

W. WADE HEAD,
Area Director.

[F. R. Doc. 56–2211; Filed, Mar. 22, 1956; 8:47 a. m.]

PART 256—RIGHTS OF WAY OVER INDIAN LANDS

SERVICE LINES

In § 256.21, paragraphs (a), (b) and (c) are revised to read as follows:

§ 256.21 *Service lines.* (a) An agreement shall be executed by and between the landowner or a legally authorized occupant or user of the land and the applicant before any work by the applicant may be undertaken to construct a service line across such land. Such a service line shall be limited in the case of power lines to a voltage of 7.5 kv or less except lines to serve irrigation pumps which shall be limited to a voltage not to exceed 14.5 kv. Service lines shall be for the sole purpose of supplying the individual owners or authorized occupants or users of land including schools and churches with telephone, water, electric power, gas, or other utilities for domestic and agricultural uses by such owners, occupants or users of the land.

(b) A similar agreement to that required in paragraph (a) of this section shall be executed by the tribe or legally authorized occupant or user of tribal land and the applicant before any work by the applicant may be undertaken on the land for the construction of a service line across such tribal land. Such a service line shall be for the sole purpose of supplying such occupants or users of such tribal land with any of the services dealt with in paragraph (a) of this section. No agreement under this paragraph shall be valid unless by the governing body of the Indian tribe whose land is affected.

(c) In order to encourage the use of telephone, water, electric power, gas or other utilities and facilitate the extension of these modern conveniences to sparsely-settled Indian areas without undue costs the agreement referred to in paragraph (a) of this section shall only be required to include or have appended thereto, a plat or diagram showing with particularity the location, size, and extent of the line. When the plat or diagram is placed on a separate sheet it shall bear the signature of the parties. In case of tribal land, the agreement shall be accompanied by a certified copy of the tribal authorization.

(R. S. 161, sec. 1, 30 Stat. 941, sec. 1, 32 Stat. 266, sec. 1, 33 Stat. 359, sec. 4, 37 Stat. 194, sec. 6, 62 Stat. 18; 5 U. S. C. 22, 25 U. S. C. 328)

CLARENCE A. DAVIS,
Acting Secretary of the Interior.

MARCH 19, 1956.

[F. R. Doc. 56–2212; Filed, Mar. 22, 1956; 8:47 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

[Service Order 910]

PART 95—CAR SERVICE

RAILROAD OPERATING REGULATIONS FOR THE MOVEMENT OF LOADED FREIGHT CARS

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 19th day of March A. D. 1956.

It appearing that an acute shortage of freight cars exists in all sections of the country; that the movement of loaded freight cars is being delayed solely for the purpose of gaining additional time; that present rules, regulations, and practices with respect to the use, supply, control, movement, distribution, exchange, interchange, and return of freight cars are insufficient to promote the most efficient utilization of cars; it is the opinion of the Commission that an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people: It is ordered, that:

§ 95.910 *Railroad operating regulations for the movement of loaded freight cars.* (a) (1) No common carrier by railroad subject to the Interstate Commerce Act shall willfully delay the movement of loaded freight cars by holding such cars in yards, terminals, or sidings for the purpose of increasing the time in transit of such loaded cars.

(2) Loaded cars shall not be set out between terminals except in cases of emergencies or sound operating requirements.

(3) Backhauling loaded cars for the purpose of increasing the time in transit shall constitute willful delay and is prohibited.